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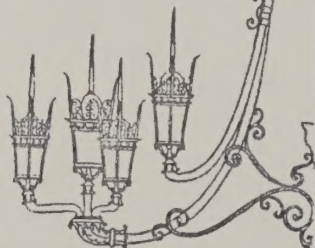
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**CITIZENS ADVISORY COMMITTEE**

**REGARDING COLUMBUS CENTER (TURNPIKE AIR RIGHTS PARCELS 16 & 17)**

Chair: Christine Colley

TO: Souend.org, and South End Library and Boston Public Library

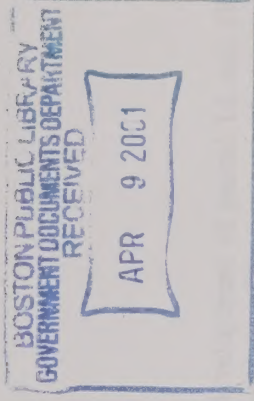
FROM: Randi Lathrop, BRA 617-918-4302

DATE: April 9, 2001

RE: Public Comments for Columbus Center, Air Rights Parcel 16 & 17 *title*

Enclosed you will find public comments for Air Rights Parcel 16 & 17 called Columbus Center. Please file these with the PNF information.

Thanks you.



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# *The Commonwealth of Massachusetts*

HOUSE OF REPRESENTATIVES  
STATE HOUSE, BOSTON 02133-1054

SALVATORE F. DIMASI  
3RD SUFFOLK DISTRICT  
102 COMMERCIAL STREET  
BOSTON, MA 02109  
TEL. (617) 742-1085

Assistant Majority Whip  
ROOM 481, STATE HOUSE  
TEL. (617) 722-2255

March 28, 2001

Mr. Roger Cassin  
Columbus Center Associates  
6 Faneuil Hall Marketplace  
Boston, Massachusetts 02109

Dear Mr. Cassin:

I have received numerous complaints regarding the development of parcel 16 and 17, known as the Columbus Center. Specifically, I am concerned with the size and scope of the proposed development.

Considering the time and effort that was devoted to the creation of the "*Civic Vision for Air Rights in Boston*" specifically in regards to height limitations, I am very concerned with the height of the two proposed towers. Although the *Civic Vision* calls for buildings on Parcels 16 and 17 not to exceed 150 feet, the proposed towers are 402 and 338 feet, respectively. It appears that the taller of the two towers on parcel 16 is a proposed 252 feet higher than what was called for in the *Civic Vision*.

The location of the proposed project in regards to the historic significance of the area must be addressed as well. Although the development of air rights and land owned by the Massachusetts Turnpike Authority has been granted zoning exemptions by the 1997 Metropolitan Highway System legislation, I strongly urge that Columbus Center Development exterior architecture complement the surrounding neighborhood.

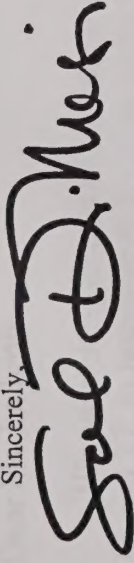
In addition, I have concerns regarding the possible development of a park on parcel 18. The creation of a park must be addressed further and an affirmative answer from the Boston Redevelopment Authority and Columbus Center Associates must be given to the community if the proposal for parcel 16 and 17 is to proceed.





I look forward to working with Columbus Center Associates and the residents of the surrounding communities toward a mutually beneficial outcome. Thank you for your attention to the needs of the community that will be affected by the development of these parcels. If my office can be of any assistance please do not hesitate to call.

Sincerely,

A stylized, handwritten signature in dark ink, reading "Salvatore F. Dimasi". The signature is fluid and cursive, with the first name "Salvatore" being more prominent.

SALVATORE F. DIMASI  
Majority Whip

cc: The Honorable Thomas M. Menino  
The Honorable James Kelly  
Ms. Randi Lathrop, BRA  
Ms. Christine Colley, Chair, Citizen Advisory Committee  
Mr. Michael Maddigan, Bay Village Neighborhood Assoc.  
Mr. John A. Shope, Bay Village Neighborhood Assoc.  
Mr. John Herbert, Ellis Neighborhood Assoc.  
Mr. Doug Anderson, Ellis Neighborhood Assoc.  
Ms. Susan Scott, Cazenove/St. Charles St. Alliance  
Mr. George Carpinone



# ELLIS NEIGHBORHOOD ASSOCIATION, INCORPORATED

Post Office Box 961, Back Bay Annex, Boston, MA 02117

Ms. Randi Lathrop, Assistant Director for Community Planning  
Boston Redevelopment Authority & Economic Development Industrial Corporation  
Boston City Hall, Ninth Floor  
Boston, Massachusetts 02201

April 3, 2001  
via courier & facsimile

Dear Ms. Lathrop:

We are writing as part of the public review process for Massachusetts Turnpike Parcels 16 and 17, in response to the filing of the Project Notification Form (PNF). We are submitting the attached seventy-two comments to you for immediate re-distribution to the Mayor's development staff, the CAC (Citizens Advisory Committee), the BRA (Boston Redevelopment Authority), the Massachusetts Executive Office of Environmental Affairs, the MTA (Massachusetts Turnpike Authority), and the Proponent. These comments are by no means exhaustive, and will be supplemented in the coming weeks.

The Ellis Neighborhood Association would probably support a project that complies with the *Civic Vision* turnpike master plan, and that has a specific design which is aesthetically and environmentally sound. We are extremely dismayed by the insistence of turnpike/developer to proceed with the proposed development of Parcels 16 and 17. This project is more than double the size established as economically feasible in the *Civic Vision* master plan, yet the turnpike/developer has offered no explanation or justification in its presentations or in the PNF for such a radical departure from the master plan. Without compliance or a compelling justification for each substantial deviation, the Ellis Board of Directors will not change its vote of February 27: "The Ellis Neighborhood Association opposes the proposed development of a 38-story building with 331 parking spaces on Parcel 16, and a 33-story building with 394 parking spaces on Parcel 17."

We urge the BRA to reject the proposal as "non-responsive." As *The Boston Globe* wrote in its March 9 editorial, "This project represents the first of what could be more than a dozen air rights deals from Chinatown to Allston-Brighton. It's important to get it right."

Thus far, we believe it isn't right.  
Sincerely,



John Herbert, President  
Ellis Neighborhood Association



Doug Anderson, Chairperson  
Ellis Neighborhood Association Air Rights Committee

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home voice: 617-542-9608; e-mail: [dra@rwsullivan.com](mailto:dra@rwsullivan.com)

Marianne Abrams, Member	Joel Miller, Member
Ned Flaherty, Member	Mike Nairne, Member
Sharon Ghiloni, Member	Cathy Nairne, Member
Marc Grossman, Member	Peter Pogorski, Member
Jeff Hannon, Member	Gerry Vann, Member

cc: Director Mark Maloney; Chief Planner Rebecca Barnes





# **First Set of Comments and Questions on PNF Dated March 9, 2001 for Massachusetts Turnpike Parcels 16 & 17**

## ***Design Concepts For Air Rights Development***

- 01. Master Plan Criteria** • Any proposal for these sites must acknowledge each master Plan criterion separately, and demonstrate compliance with each criterion. Mayor Menino and Director Maloney promised compliance with the *Civic Vision* master plan when they published it and the Boston Redevelopment Authority adopted it last year. This proposal is non-responsive.
- 02. Master Plan Compliance** • The PNF states the central design goal for parcels 16 and 17 is “to bridge the literal gap over the Massachusetts Turnpike.” By emphasizing that one point of the master plan and ignoring many of the others, this proposal is non-responsive.
- 03. Relation to Neighborhood** • The master plan stresses that building massing and height should relate to the character of adjacent communities; it diagrams how this should be accomplished three-dimensionally; and it states that these parcels should have only one tall building, located north of Columbus Avenue. The 33-story tower proposed along Berkeley Street will not knit the South End and Bay Village together. It will catch the prevailing wind from the harbor, and cast a very large shadow, creating a questionable pedestrian experience. The proposal is non-responsive.
- 04. No Mitigation** • There is no proposal for a park on Parcel 18; therefore, there is no mitigation of the excessive height, density and massing on Parcels 16 and 17, and the proposal is non-responsive. If there has been a competitive bid for the lease, creation and permanent maintenance of a park on Parcel 18, it needs to be published.
- 05. Consistency with Landmark District Criteria** • The turnpike master plan was adopted December 21, 2000 by the Boston Redevelopment Authority board, but only after fifty public hearings over two years, and at a cost to taxpayers of nearly \$1 million. It was not appropriate that BRA staff simply handed out photocopied “correction” pages that canceled published commitments to communities, and we do not accept the typed-in “correction” dated February 8 because any change to a Boston master plan must follow a public process for master plan modification. Unless the SDSC reconvenes and modifies the *Civic Vision* master plan via the established public process, any proposal that fails to adhere to the Landmarks Guidelines promised in the master plan is non-responsive and cannot be considered.
- 06. Qualifications of Developer** • MTA Chairman Natsios wrote to Mayor Menino on October 3, 2000, “nothing would preclude — and we would encourage — the thorough review of Winn’s qualifications and his projected approach to the [*Civic Vision* master plan] Guidelines.” The PNF contains no evidence of the qualifications of any of the members of the





development team, or of the team as a whole. The developer has presented no evidence that he is qualified to succeed in projects of this size; the developer's other projects presented to the public thus far are minuscule compared to this proposal. The master plan calls for evaluation of a developer's ability as part of the public review process, to complete evaluation of this proposal, this developer's qualifications need to be provided.

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### ***PNF Section 1.2: Project Summary***

- 07. *Neighboring Streets*** • This section omits both Cazenove and Saint Charles Streets as abutting streets.
- 08. *Neighboring Buildings*** • This section omits many immediate abutters: 17 Cazenove (a six-story apartment building); 16 Cazenove (a two-story single family home); and 11 and 14 Saint Charles (two three-story single family homes).
- 
- PNF Section 1.2.2: Proposed Development Program and Site Uses***
- 09. *Height*** • This project would be more than double the height established as economically feasible in the *Civic Vision* master plan. The proposal is non-responsive.
- 10. *Parking Ratios*** • The parking ratio must be reduced to the minimums in the master plan and South End Zoning regulations (0.75 spaces per residential unit; 0.5 spaces per hotel room. The proposal is non-responsive.
- 11. *Resident Parking Stickers*** • Resident parking stickers must not be made available to occupants of this project, because the project's parking needs should be adequately met on site. This is consistent with the approved proposal for the expanded Boston Center for the Arts, four blocks away. This philosophy is consistent with the regional initiative to decrease reliance on automobiles.
- 12. *Below-Grade Parking*** • Feasibility of locating parking below grade on the "terra firma" portions of the parcels should be seriously explored, to reduce building mass as much as possible.
- 13. *Retail Components*** • A health club and a grocery store are already present in the neighborhood. There must be assurance from the turnpike/developer that the retail tenants will be as described.
- 14. *Excessive Hotel Function Space*** • Hotel function space must be eliminated to reduce peak hour traffic increases, building mass, and parking requirements.
- 15. *Inadequate Building Services*** • The master plan calls for off-street loading and dumpster service, but the space allocated appears inadequate.

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### ***PNF Section 1.2.3: Public Benefits***

- 16. *Community Amenities*** • Mass General Law Chapter 81A, Section 15 requires that buildings erected over air rights in Boston "shall preserve and increase the amenities of the



community.” The 33-story and 38-story structures located across the street from a neighborhood of three-story and four-story rowhouses do not “preserve and increase the amenities of our community.” The proposal is non-responsive.

17. **MTA Charter** • Explain how acquisition of the adjacent “terra firma” parcels is consistent with MGL 81A, Sec 4(f), which requires that sites be acquired only for the operation of a highway or highway services.
18. **Air Rights Lease** • Pursuant to MGL 81A, Section 15, publish a copy of the lease granted or expected to be granted to the developer for the purposes of this development.
19. **Pedestrian Impact** • A “pedestrian urban fabric” is not currently lacking, as the proposal claims. Thousands of people traverse these bridges by foot every day with no apparent ill effect. In fact, the proposed “improvement of the pedestrian experience” could not happen because of the traffic generated by this proposed development. There is no description of the “vehicular urban fabric” that this proposal would generate.
20. **Poor Traffic Access to Convention Center** • One proposed “public benefit” is hotel rooms for the convention center; however, the only access between the convention center and this development would be by car through the neighborhoods. Thus, the proposed benefit would be cancelled out by the proposed disadvantages.
21. **Subsidized Housing Breakdown** • What is the breakdown of proposed affordable housing, and how would providing primarily two bedroom apartments provide an “increase of the tight supply of family-sized rental apartments”?
22. **Turnpike Revenue Sources** • The proposal offers to erect a development with excessive height, missing, density and traffic, adjacent to a low-rise historic neighborhood, as a way to “reduce the burden on toll payers.” The cost of highway operation should be borne by its users, not its residential abutters. Paying one dollar to drive from Route 128 to downtown Boston is not a burden on toll payers.
23. **Abandoned Promise** • The MTA should abandon the notion that acting as a real estate developer will permit it to finance Central Artery budget overruns, while burdening the turnpike’s abutters with additional building mass and resultant neighborhood problems. This violates a promise made by MTA Chief Development Officer Robert Russo to the Neighborhood Association of Back Bay.
24. **Youth Facilities** • Child care and other youth facilities including indoor and outdoor recreation space should be provided.
25. **Pollution Impact** • The planned development appears to concentrate noise and pollution from the turnpike and train station, funneling it directly at the residents of Cazenove Street, Saint Charles Street, and Chandler Street.
26. **Desirability of Night Time Activity** • The proposals would generate a “16-18-hour environment” (March 8 flyer), and also “24-hour activity” on Columbus Avenue (PNF, page 3-4). In the past, 24-hour night life on Columbus Avenue has proven highly undesirable, so exactly what activity would these proposals generate between midnight and 6:00 a.m.?





How would this be a benefit to the adjacent residential community?

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### ***PNF Section 1.4: Zoning***

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27. ***Exemption of Abutting Land from Boston Zoning*** • The proposals stated that land owned by the turnpike is exempt from Boston zoning (PNF page 1-7), but then stated that abutting land is also exempt (PNF page 1-10). The text of the legislation that exempts abutting land from the Boston Zoning Code must be included.

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### ***PNF Section 1.5: Public Agencies***

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28. ***Landmarks Organizations*** • The South End, Bay Village, and Back Bay Historical Commission criteria must be applied to these air rights projects, since they sit between and abut all three of these historic districts. This is consistent with the *Civic Vision* master plan.
29. ***Transportation Department*** • The Boston Transportation Department must be added as a necessarily involved public agency.

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### ***PNF Section 2.2: Project Description***

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30. ***Fundamental Economic Justification for Exceeding Master Plan Criteria*** • MTA Chairman Natsios wrote to Mayor Menino on October 3, 2000, “The Authority has thoroughly negotiated the economic fundamentals with Winn and, with the exception of the need to resolve the issue of control of a parcel of land adjacent to Parcel 16, we have reached an economic meeting of the minds.” The PNF contains no substantiation of the turnpike/developer’s claim that air rights construction is so expensive as to require height, massing and density that exceed the *Civic Vision* master plan criteria. Other successful air rights projects include: a one-story supermarket in Newton; a nine-story hotel in Newton, and a six-story parking garage on Clarendon St, across the street from Parcel 16. The affected communities need to receive full details of those economic fundamentals, the status of land adjacent to Parcel 16, and a complete explanation of any “meetings of the minds” that were reached.

31. ***New Revenue Calculations*** • What are the calculations for new city tax revenue from real estate, hotel, sales, wages, and BRA fees?

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### ***PNF Section 3.1: Transportation***

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32. ***Transportation Study*** • The transportation analysis must include the following intersections. The study must take into account all existing conditions, the Parcel 16/17 proposal, plus the following proposed developments: 505 Tremont (BCA); 131 Dartmouth; former Police headquarters/hotel; 1 Charles Street South (across from transportation building); the hotel proposed for corner of Stuart and Tremont; and Parcels 18 through 23.





<p><u>Albany Street</u> Herald Street Union Park Street</p> <p><u>Arlington Street</u> Cortes Street Frontage Road Herald Street Isabella Street Saint James Avenue Stuart Street</p>	<p><u>Berkeley Street</u> Appleton Street Chandler Street Cortes Street Lawrence Street Stanhope Street Saint James Avenue Stuart Street</p> <p><u>Clarendon Street</u> Appleton Street Chandler Street Lawrence Street Stanhope Street</p>	<p><u>Columbus Avenue</u> Cahners Way Clarendon Street Chandler Street Charles Street South Dartmouth Street Isabella Street Saint James Avenue Stuart Street Kneeland Street</p> <p><u>Tremont Street</u> Arlington Street East Berkeley Street Hanson Street/Ringgold Street Herald Street Waltham Street</p>
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33. *Vehicle Trip Count* • The report claims that “the primary impacts of this project will not extend far beyond local streets in the immediate area”. However, the neighborhood cannot absorb the additional daily vehicle trips generated by other nearby projects already underway, plus the 348 trips by current parking customers who will be relocated, plus another 2,364 from Parcels 16/17.
34. *Traffic Mitigation* • The turnpike/developer’s claim that traffic won’t be too bad “given reasonable levels of physical improvements and demand management” is undefined, undemonstrated, and has no basis in fact.
35. *Hotel Taxi Queues* • Back Bay hotels typically generate taxi queues of about ten idling cars waiting for passengers. Where would taxis for the 200-room hotel wait, load, and unload?
36. *Community Transportation Links* • The proposals claim to “facilitate a connection between the South End, Bay Village, and Back Bay neighborhoods and to existing transportation services” (PNF, page 1-5). These neighborhoods are already connected to transportation, so is the proposal for more connections or for enhancements to existing ones?
37. *Traffic Direction* • The proposals claim that “a second mitigating factor is that weekday peak-hour vehicle trips related to the housing units will generally be traveling in the off-peak direction” (PNF, page 3-4). However, whether these drivers are leaving downtown or entering downtown is irrelevant; the impact on the local neighborhoods is the same, so how can off-peak direction be considered a mitigating factor?
38. *Orange Line Capacity* • The Orange Line is already “standing room only” every morning and evening. How can it accommodate more than 2,000 additional daily riders?
39. *Continued Parking Needs* • The proposals exclude all cars on the existing parking lots from the new traffic totals, on the assumption that building over those lots will simply stop those parkers coming to the neighborhood (PNF, page 3-1); however, the reasons those parkers come to Columbus Avenue now won’t change, so they will continue coming. The proposals can not assume that destruction of existing spaces also eliminates the needs for those spaces.



40. ***Train-Related Noise & Air Pollution*** • The proposals promise to “contain all transportation facilities within the structure” (PNF, page 1-6), so why are the 40,165 square feet of railroad tracks not contained, which would reduce noise and air pollution from Amtrak, MBTA, and CSX trains?
41. ***Air Pollution*** • The proposals claim to enclose air pollution from the turnpike transportation ways, using “ventilation” systems for the new transportation tunnel (PNF, page 1-6). How and where does turnpike tunnel air get exhausted into the neighborhood? How much will actual highway/railroad pollution be reduced?
42. ***Street Traffic Noise Pollution*** • How does the proposed noise reduction from covering the turnpike compare to the noise increase from additional surface traffic?
43. ***Highway Noise Pollution*** • The proposals claim to enclose noise pollution from the turnpike transportation ways inside a new transportation tunnel (PNF, page 1-6). How can noise be enclosed if Parcel 17 leaves all seven rail lines exposed?
44. ***Noise*** • How many heat pump compressor units will there be, and where will each be located?
45. ***Sewage*** • The South End sewer system is infamous for being taxed beyond its capacity. How can it absorb another 142,910 gallons per day from these projects?
46. ***Water Consumption*** • Who will ensure that water pressure in nearby buildings doesn’t suffer during and after construction of these projects?

***Ground Water*** • The PNF ignores ground water as an issue. How can it be ignored when the foundations for this project may impact the ground water? A drop in the ground water level threatens the structural integrity of every building in the Back Bay, Bay Village, and South End landmark districts, as well as two adjacent historic structures: the Pope Condominiums and the Youth’s Companion building. The Proponent must:

47. Prepare an inventory of buildings in the Back Bay, Bay Village, and the South End vulnerable to ground water draw-down, including a list of every existing wood-pile-supported building, with an evaluation of historical and economic significance, and the cut-off elevation used for the top of existing wood piles.
48. Prepare an inventory of the proposed site, document the existing and historical condition of the ground water, and evaluate the site’s ground water for levels necessary to protect all potentially affected wood-pile-supported buildings.
49. Prepare an inventory of all existing underground utility infrastructure serving the site for sound condition and stable below-grade conditions affecting ground water levels.
50. Identify probable sources of all existing ground water deterioration, and propose mitigation measures that would restore ground water to historically normal levels.





51. Establish a ground water monitoring program both during the project's construction and after its completion, and report all findings to the Groundwater Trust.
52. Analyze the construction period and long-term impacts that the proposed project, and each of the alternatives, would have on the ground water beneath the site and the surrounding area.

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### ***PNF Section 3.2.11: Construction Impacts***

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53. ***Structural Integrity Impact*** • The proposals claim that construction wouldn't "impact the integrity of nearby buildings" but there is no explanation of what will transpire when that impact inevitably occurs, as it did only one block away at 131 Dartmouth Street, where the same builder caused the foundations of nearby abutting buildings to settle, requiring about \$1 million in repairs to one building alone. What would be the procedures for preventing impacts to other buildings, and for halting construction once impacts occur?
54. ***Construction Schedules*** • What portions of the construction schedules for the two sites run in parallel, and what portions run sequentially?
55. ***Construction Dust*** • The proposals offer to reduce construction dust only "during periods of high wind" (PNF, page 3-7) and "on a scheduled basis" (PNF, page 3-8). However, Boston is America's windiest city, and virtually every day of the year suffers wind severe enough that it would spread construction dust throughout the communities. How would that be prevented?
56. ***Construction Worker Parking*** • There are already more residential parking permits in the South End and Bay Village than there are actual spaces. How would the 400 construction laborers reach the site, and where would they park during the three-year construction period from January 2002 through January 2005?

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### ***PNF Errors & Omissions***

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57. ***Property Tax Revenue*** • The proposals claimed to increase city property tax revenues by \$4.3 million (March 8 flyer), then by \$4.0 million (PNF, page 1-6). Which is correct?
58. ***Permanent Jobs*** • The proposals claimed 500 permanent jobs (March 8 flyer), then 600 jobs (PNF, page 1-6). Which is correct?
59. ***Parking Count*** • The project descriptions on PNF pages 1-5 and 2-1 do not match the floor plans in PNF Appendices B and C. The text claims parking for 625 cars, but the plans show room for only 578. Where are the other 47?
60. ***Parking Displacement*** • The proposals indicate displacement of only 89 users from the two surface parking lots (PNF, page 3-1), but those lots are currently storing a total of 150 cars (70 on Stanhope plus 80 on Berkeley). How many of the currently parked 150 cars will have to park elsewhere in the community, and in what lots and on which streets?
61. ***Train Station Improvements*** • The proposals claim to "improve exit/entry to Back Bay





Station at corner” (March 8 flyer) but they refer only to “possibly creating a new entrance” (PNF, page 1-6). Which is correct?

62. **Store Area Size** • The proposals claim 14,000 square feet of retail on Parcel 17 (PNF, page 2-1), but the vehicle occupancy assumptions show 14,054 (PNF, page 3-2). Which is correct?
63. **Cafe Area Size** • The proposals claim 12,000 square feet of restaurants on Parcel 16 (PNF, page 2-1), but the vehicle occupancy assumptions show 10,900 (PNF, page 3-2). Which is correct?
64. **Health Club Area Size** • The proposals claim 13,000 square feet of health club on Parcel 17 (PNF, page 2-1), but the vehicle occupancy assumptions show 2,980 (PNF, page 3-2). Which is correct?
65. **Apartment Count** • The project descriptions on PNF pages 1-5 and 2-1 don’t match the floor plans in Appendices B and C. The text states 326 apartments, but the plans show only 322. Which is correct?
66. **Floor Plans** • For Parcel 16, in the plans for floors 18 – 24 and floors 25 – 35, the leg-ends were truncated. What do the legends say?
67. **Parcel 16 Clarendon Street Elevation** • A proper review of both proposals’ impacts on the surrounding communities requires elevation drawings for all major streets. Where are the elevations for Clarendon Street and Columbus Avenue?
68. **Combined Elevations** • A proper evaluation of both proposals’ impacts on the surround-ing communities requires elevations that include both buildings together, but the PNF con-tains none. Where are the elevations that show both projects?
69. **Full Vignettes** • A proper evaluation of both proposals’ impacts on the surrounding com-munities requires vignettes that show the full height of both buildings together, but the PNF contains none. Where are the vignettes that show both projects?
70. **Stanhope parking lot size** • The proposals claim that the surface parking lot adjacent to Parcel 16 is 11,730 square feet (PNF, page 1-2), but the owner is advertising it at only 3,911 square feet. To what are the other 7,819 feet attributed?
71. **Railway Count** • There are seven rail lines on Parcel 17, but the three that are closest to existing homes were omitted from the ground level plans (PNF, figure 2-1, and Appendix C). Where are the plans that show all seven of the existing rail lines?
72. **Elevator Cores** • The proposals state that elevator shafts must be located over solid ground instead of air rights (PNF, page 2-1), but the Parcel 16 ground level plan and floor plans show eight of the thirteen elevators located over air rights. Which is correct?



## Randi Lathrop

---

**From:** Neil Hohmann [nhohmann@risconsulting.com]

**Sent:** Thursday, April 05, 2001 1:03 PM

**To:** randi.lathrop.bra@ci.boston.ma.us

**Subject:** please forward to the CAC immediately

Dear Ms. Lathrop:

I live on Warren Street in the South End and am opposed to the construction of 36- and 38-story buildings on Columbus Street at Berkley and Clarendon.

They do not subscribe to the civic vision guidelines. If the contractor does not feel he can make money on a building that meets these specifications, perhaps we can find a more savvy contractor.

Thank you.

Neil Hohmann





## Randi Lathrop

---

**From:** Hillary Chura [hchura@crain.com]  
**Sent:** Thursday, April 05, 2001 11:06 AM  
**To:** randi.lathrop.bra@ci.boston.ma.us  
**Subject:** please forward to the cac for tonight's meeting

Dear Ms. Lathrop:

I am writing to express concern about the air right issue. Building 36-and 38-story skyscrapers on Columbus at Berkley and Clarendon streets would destroy the feel of the South End, cause traffic congestion, groundwater problems and other problems.

I encourage the Turnpike Authority to meet the Civic Vision guidelines. If the developer insists 450-foot buildings are the only way he can make money on the deal, I suggest we find someone who has better business sense.

Thank you.

Hillary Chura





## **Randi Lathrop**

---

**From:** David Grayzel [dgrayzel@hotmail.com]  
**Sent:** Wednesday, April 04, 2001 12:59 AM  
**To:** randi.lathrop.bra@ci.boston.ma.us  
**Subject:** Turnpike Air Rights

April 3, 2001

Ms. Randi Lathrop  
1 City Hall Square, 9th Floor  
Boston, MA 02201-1007

Dear Ms. Lathrop:

I am shocked about the proposal to build 33 and 38 story buildings on Parcel 16 and 17 in COMPLETE VIOLATION OF THE CIVIC VISION. It makes no sense to spend \$1,000,000.00 with taxpayer money, yours and mine, to conduct a study only to completely ignore it. It makes even less sense since the report is an award winning document. This is a total violation of the democratic process and vision for our city. As the Civic Vision clearly states, anything taller than ONE building of 15 stories and ONE building of 8 stories will wreak havoc with traffic, pollution, safety, public transportation, wind patterns, and will destroy the architectural integrity of these historic neighborhoods.

Given that the Civic Vision was written with a clear understanding of the economic return necessary to attract a builder, the only explanation for the blatant disregard of the civic vision is greed and lack of caring about the true inhabitants of this city. People are the life blood of the city and their voices should be heard. Therefore, in order to give this important situation its due consideration, the public comment period must be extended through the summer. There is simply no need to rush. The developers have already paid their \$100,000.00 fee in their NON-COMPETITIVE bid, so the only party who is pushing to move forward is the builder who is of suspect motives and is so arrogant that he completely ignores a Civic Vision with universal backing. The Civic Vision must be adhered to, otherwise why not just take the \$1,000,000.00 of taxpayer money and light it on fire? Once a total of 71 stories are built in the heart of an historic neighborhood there is no going back. Extend the comment period and ensure the right path is taken.

In addition, it has come to my attention that the developers have NEVER built a building anywhere near this scale and have a clear track record of antagonizing neighborhood associations with outrageous proposals such as this one. I do not want him to "learn" how to manage a project of this monstrous proportion with on the job training.

Please make the BRA and the CAC do the right & sensible things:

- Make the developer adhere to the Civic Vision.
- Extend the public comment period until September 30th.
- Fully investigate the developers credentials.

Please do not let the developers make a mockery of the Civic Vision. This will set an ominous precedent with a potentially tremendous adverse impact forever.

Your support on this issue is truly appreciated.



Respectfully,

David S. Grayzel, MD  
Boston, MA

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## Randi Lathrop

---

**From:** HPear8408@aol.com  
**Sent:** Sunday, April 01, 2001 2:04 PM  
**To:** randi.lathrop.bra@ci.boston.ma.us  
**Subject:** Parcels 16 & 17

From Harold F. Pearson III  
131 Appleton St.

Dear Ms. Lathrop:

I just received a flyer from the Ellis Neighborhood Association regarding the proposed buildings for Parcels 16 and 17 on Columbus Avenue.

They look fine to me.

I've lived on Appleton Street for over thirty years and have seldom seen the Ellis in favor of anything, so I expect they will oppose these buildings. Hope they can be built in the near future just in case the economy does head down and we end up with the exposed pike for another twenty years.

Harold



## Randi Lathrop

**From:** Hines, Stephen (MTA) [Stephen.Hines@state.ma.us]  
**Sent:** Wednesday, April 04, 2001 3:35 PM  
**To:** 'SGhiloni@statestreet.com'; Randi.Lathrop.bra@ci.boston.ma.us  
**Cc:** Hines, Stephen (MTA)  
**Subject:** RE: Questions on the development of Parcels 16 and 17

Thank you for your e-mail. The Massachusetts Turnpike Authority Board of Directors has authorized the Authority to exclusively negotiate with Winn regarding the development of parcels 16 and 17, but we have not entered into a binding agreement with Winn for the development of the parcels. (The Massachusetts Highway Department does not play a role in this project.) There will be a public presentation regarding the economics of the project at the May meeting of the Citizen's Advisory Committee. I will ask Winn to provide a summary of its experience to the CAC for public distribution. I would be happy to talk with you further at the CAC meeting on Thursday. See you then.

-----Original Message-----

**From:** SGhiloni@statestreet.com [mailto:SGhiloni@statestreet.com]  
**Sent:** Friday, March 30, 2001 8:42 AM  
**To:** Randi.Lathrop.bra@ci.boston.ma.us  
**Cc:** Hines, Stephen (MTA)  
**Subject:** Questions on the development of Parcels 16 and 17

Randi - Here is a copy of the questions that I sent to the Turnpike.  
Steve - Would you please copy Randi on your response so that she stays in the loop on information being shared.

Thank you!

----- Forwarded by Sharon Ghiloni/USA/StateStreet on 03/30/01 08:37 AM -----

Sharon  
Ghiloni                      To:    stephen.hines@state.ma.us  
cc:

03/29/01                      Subject:    Questions on the  
development of Parcels 16 and 17  
03:58 PM

Stephen,

Thanks for having your assistant, Lorraine, get back to me promptly with your e-mail address. I'm a member of the Ellis Neighborhood Association Air Rights Task Force and have been involved with monitoring the





development of Parcels 16 and 17. I'm writing, however, on my own behalf. I have a few questions for the Turnpike.

1. Could you provide a comprehensive list of those projects that Winn Development has worked on that demonstrate to the Turnpike that Winn is experienced enough to develop Parcels 16 and 17? I know that Winn shared some projects they've worked on in the first CAC meeting, but I wasn't sure if it was these projects that the Turnpike based its decision on or not. Also, the meeting minutes captured some, but not all, of the projects that Winn Development mentioned. I'd like to get a full list of projects that the Turnpike based its decision to hire Winn Development on, and that the Turnpike believes exemplifies Winn Development's competence and ability to handle developing Parcels 16 and 17.

2. Could you please provide the status of the binding, legal agreement that the Turnpike has in place or is undertaking with Winn Development to develop Parcels 16 and 17? Has Winn Development been approved by the Turnpike's Board of Directors (I think this is what the entity is called) and the Mass Highway System's Board of Directors (which I believe is involved, or am I wrong)? If not, when will these approval meetings be held?

3. I'd like detail on the economics of this project so that I can reconcile why Winn Development believes it needs to build 33 and 38 story buildings. I have a background in financial analysis and business planning, and would like to review as much detail as possible so that I fully understand the case Winn Development is trying to make. Is this information available?

I was hoping to get a response from you over the next day or so. I will probably share this information with the Ellis Air Rights Task Force, if they're interested in this information. Thanks for your help, and I'll try to introduce myself to you at the next CAC meeting, if time permits.

Sharon Ghiloni  
13 Cazenove Street  
Boston, MA 02116  
#617-664-3826 (work)  
#617-542-9608 (home)



**Randi Lathrop**

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**From:** John Furse [jfurse@bellatlantic.net]  
**Sent:** Wednesday, April 04, 2001 5:02 PM  
**To:** randi.lathrop.bra@ci.boston.ma.us

**Subject:** Objections to the Development of Parcels 16 and 17

I would like to express my support for the economically viable development of Parcels 16 and 17 of the Masspike Air rights. HOWEVER, the proposals as submitted on March 9th are seriously flawed:

- 1) Both towers are excessively tall and should be reduced in height by one half to one third in order to blend into the scale of the neighborhood.
- 2) Provision for parking is seriously deficient. The number of available parking spaces needs to be increased by a third to approx 900 and spaces need to be made available to South End residents for lease.
- 3) The proposal for parcel 17 fails to cover the train tracks and will serve to focus traffic noise and dirt directly on fragile and historic row house of the South End. The BRA should insist that this oversight be corrected.

Thank you for supporting this worthy public process.

John Furse  
60 Chandler Street





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**Randi Lathrop**

**From:** Elena Goyanes [elenag01@rcn.com]  
**Sent:** Wednesday, April 04, 2001 6:49 PM  
**To:** Randi.Lathrop.BRA@ci.boston.ma.us  
**Subject:** Columbus Center Proposal

Dear Ms. Lathrop:

Please forward this letter to the CAC and to the MTA.

I write to protest the Cassin/Winn Development Company's proposal for Parcels 16 and 17. Not only does the proposal violate the carefully crafted *Civic Vision*, but it is utterly contemptuous of this urban neighborhood's character and of its residents.

For all the talk of setbacks designed to mitigate the street-level visual impact of these two high-rises, the fact remains that the only "benefits" to accrue to the neighborhood are a "groceria" and a few cafes. This development would increase vehicular traffic -- to say nothing of the impact on public transportation -- and would block off significant light and air to abutting properties, all out of proportion to these paltry "benefits."

There are, of course, many other problems with this proposal, all of which I hope will be addressed during an expanded public comment period.

One last issue: how do the neighborhood residents prepare for the CAC meetings when no agenda has been prepared beforehand?

Elena Goyanes  
221 Columbus Ave., # 302  
Boston, MA 02116



David Bartol  
15 Dartmouth Place #3  
Boston, MA 02116  
March 28, 2001

Randi Lathrop  
BRA, One City Hall Square  
Boston, MA 02201

Dear Randi,

I've reviewed the PNF document for parcels 16 & 17 that was issued recently, and I am strongly opposed to the proposal. The proposal is entirely too massive for reasons that I'm sure others have articulated better than I can, including issues related to traffic, utility usage, aesthetics, and shadow; together which will certainly result in the degradation of a large portion of the historic SE neighborhood. I feel the "Civic Vision" statement goes too far in allowing buildings greater than 150 ft under certain circumstances (which don't apply here in any case). No building greater than 150 ft is acceptable at this location. The current proposal should not even be considered. If the Winn Development Company cannot afford to build without exceeding 150 feet, it should walk away from this project before it wastes too much of everyone's time and money.

Thank you for your attention.

Yours Truly,

A handwritten signature in dark ink, appearing to read "David Bartol", written in a cursive style.

David Bartol





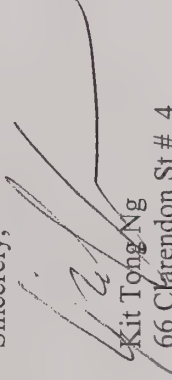
Randi Lathrop, BRA  
One City Hall Square  
Boston, MA 02201

Dear Mr. Lathrop,

I am writing to express my extreme displeasure over the planned project on Parcel 17 of the Mass Pike extension. I have less of a problem with the one on Parcel 16 as it does not really cut off anything as the oversized building on Parcel 17 will. Both will add unnecessary and unmanageable traffic to our inner city neighborhood. As a south end resident I beg you to stop this project in it's tracks.

I must also object to the lack of input from residents on both these projects. The arrogance and lack of courtesy displayed in this process does your agency a disservice.

Sincerely,

A handwritten signature in dark ink, appearing to read 'Kit Tong Ng', is written over the printed name.

Kit Tong Ng  
66 Clarendon St # 4  
Boston, 02116



## **Randi Lathrop**

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**From:** Marc Grossman [mgrossman@therionbio.com]  
**Sent:** Wednesday, April 04, 2001 1:33 PM  
**To:** Randi Lathrop  
**Subject:** Columbus Center

Dear Randi:

Please forward this email as soon as practicable to the CAC, the MTA, Cassin/Winn and your in-house staff who will review the Columbus Center proposal.

1. The Civic Vision for Turnpike Air Rights in Boston calls for an eleven step process for selecting the developer of any air rights parcel. These steps include the issuance of a Request for Qualifications by the BRA; an open competition among interested developers who would submit proposals, including the manner in which they would comply with the Civic Vision guidelines for the parcel(s) in question; the preparation of a "short list" of developers; and, finally, the actual selection of a developer. This entire selection process is to be monitored and commented on by a Citizens Advisory Committee holding regular public meetings for the purpose of receiving public comment on each developer's proposal. Only at the conclusion of this extensive public selection process is a developer to be permitted to file a project notification form.

Because the City of Boston, acting through the BRA, has acceded to the Turnpike Authority's request to exempt Cassin/Winn from the aforementioned public selection and review process with respect to parcels 16 and 17 (see letters each dated October 3, 2000 from Andrew Natsios to Mayor Menino and from Mark Maloney to Mr. Natsios), the public has been deprived of the extended period of time it otherwise would have had to evaluate and respond to any proposal to develop these parcels. This situation has been exacerbated by Cassin/Winn's refusal to grant both the public's and the BRA's request ( see again aforementioned letter from Mark Maloney) that it first file a draft PNF to allow sufficient time for public comment. Despite the laudable extension of the formal public comment period until May 11, there remain only two CAC meetings to discuss such large topics as the economics and manifold environmental impacts of the proposed project before the BRA takes the critical step of issuing its Scoping Determination and a MEPA determination is also made. Furthermore, I understand that an independent consultant has only very recently been engaged to assist the CAC in making its recommendations.

In view of these considerations, I request that the period for public comment on both the PNF and ENF be extended for at least 90 days following May 11 and that all parties acknowledge that further extensions may be appropriate depending upon how matters evolve. I submit that if, as I expect, other members of the community make a similar request, a failure to extend the comment period will seriously heighten public anxiety that the current proposal is being railroaded-through regardless of public concerns. Cassin/Winn's exemption from a competitive selection process is in itself a very substantial benefit to it. There is no basis for also exempting its proposal from full public scrutiny.

2. In the aforementioned letter from Mr. Natsios to Mayor Menino, Mr. Natsios states that "the Authority has thoroughly negotiated the economic fundamentals with Winn and . . . we have reached an economic meeting of the minds." The Turnpike Authority and the developer should release to the public as soon as possible each of their understandings of all of the terms





included in that "economic meeting of the minds" (including the manner and cost of acquisition of the parking lots abutting each parcel), whether or not those terms have been formally agreed to in writing.

Notwithstanding my request for the foregoing information, I reiterate my point in my email to you of March 16: Any fee to be paid by the developer to the MTA is analogous to the site acquisition cost incurred by any developer of a typical terra firma project, and the amount of that fee, however large, cannot reasonably be used to justify a project larger than what would otherwise be acceptable. In other words, the amount of the lease fee requested by the MTA should not be accepted by anyone as simply a given. The MTA has no statutory or other right to receive a fee in any particular amount. At most, it is entitled, like a private land-owner, to the maximum fee the developer is willing to pay to construct a project that has been determined to be acceptable on independent grounds by the public and the relevant governmental authorities. And, in fact, the appropriateness of even such a fee is open to question, since the MTA, unlike a private land-owner, in effect holds these air rights in trust for the public. While it is appropriate for the MTA, acting in that capacity as de facto trustee, to take into account the financial interests of all the citizens of Massachusetts, surely it should give greatest weight to the interests of those citizens who will be most immediately affected by its actions.

3. If the current proposal for parcel 17 is implemented, the residents of more than 100 households will directly or indirectly view a seven story, 68 foot high parking garage from their windows, gardens, roof decks and streets. These households are located on Berkeley, Chandler, St. Charles, Cazenove and Clarendon Streets. The developer should be required to describe in detail its design for the exterior of this garage. The developer also should be required to evaluate the extent to which the adverse visual impact to the aforementioned residents can be mitigated. That evaluation should include a study and report on the feasibility and all implications of the following alternatives:

1. Locating all or a portion of the garage underground on the terra firma portion of the site.
2. Extending the garage over the MBTA tracks.
3. Extending the garage over the MBTA and the Amtrak tracks.
4. Reducing the number of apartment units by 10 percent.
5. Reducing the number of apartment units by 25 percent.
6. Reducing the number of apartment units by 50 percent.
7. Each possible combination of the foregoing alternatives.
4. The developer should be required to evaluate, under all appropriate wind conditions, the extent to which the construction of its proposed project on parcel 17 will increase the volume of vehicular noise audible, at various appropriate times of day, to the households referred to in item 3 above and to others. This evaluation should include a study of all of the seven alternatives listed under item 3 above, and also in combination with installation of a sound barrier separating the turnpike from the rail lines.
5. The developer should be required to evaluate, under all appropriate wind conditions, the effect of its proposed construction on parcel 17 on the level of vehicular emissions (including those from the proposed garage) to which the residents of the households referred to in item 3 above and others will be exposed. This evaluation should include a



study of all of the alternatives referred to in item 4 above.

Marc Grossman

7 Saint Charles Street





**Museum Properties, Inc.**  
**29 Stanhope Street**  
**Boston, MA 02116**

**Ms. Randy Lathrop**  
**Project Manager**  
**Boston Redevelopment Authority**  
**One City Hall Square**  
**Boston, MA 02201**

**Re: Parcels 16,17,18 a.k.a. Columbus Center**  
**Ms. Lathrop,**

On behalf of myself and most of the other property owners on Stanhope Street, I should like to register our strong opposition to the proposed development at the above referenced location. The development would destroy the value we have created after having worked for many years to renovate and restore our properties which were all but abandoned over the past twenty years.

Many of our objections have already been raised either orally or in written form, having to do with excessive height over the 15 stories recommended by the SDSC, the massing, traffic and wind problems, and the creation of structures which do not integrate well with the scale of the immediate neighborhoods, so we will not dwell on those for the moment.

I should like, however to focus on the total disregard the development shows to the Stanhope Street properties. These properties are part of the historical fabric of the city. Many of them were commercial lively facilities which housed the horses and wagons for the area on the ground floor and had haylofts above. These buildings are more than one hundred years of age. Their scale was of two story row buildings. Much of their original detail remains. From the beginning of the SDSC process we objected to the constant characterization of the street as an "alley" or a service road. This street has been revitalized with restaurants and residences and offices, and is now quite vibrant both day and night. It has a character all its own which would be overwhelmed by two very disastrous features of the proposed development.

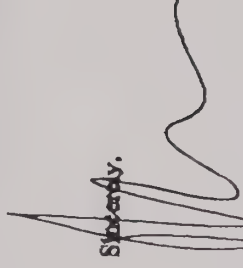
The developers in their attempt to load as much as possible onto the land which presently serves as a parking lot and which is presently owned by John Hancock, want to build a 38 story sheer wall which backs up to Stanhope Street and then close off traffic to the Street and make it a pedestrian way which they very cleverly portray with tables and chairs and make it look bright and airy. They show a couple of bistros close to Clarendon Street but a large section of Stanhope Street at the corner of Cabana Way is labeled service area which can only be seen as a large loading area for the complex which will face this "lovely pedestrian area" which they have depicted. The prospect of forty foot trailer trucks and service vehicles traveling these narrow streets and having to turn around and back up into these loading areas is certainly not conducive to the activity proposed in the drawings. Above this sits more service area, parking garage, and ramps to access parking. Therefore we will face nine stories (92 feet by their drawings) of newly created urban blight which will impose itself over this pedestrian area. One has to conclude that this is far from a neighborhood friendly design.

We are relying on the BRA and the City to protect us from this aggressive design. Nothing should be allowed which does not pull back considerably from the street and sidewalks on all four sides of the development. Good urban design demands that whether 15 or fewer stories are to be allowed that the building be pulled back and that it step down to the sidewalks as called for in the SDSC report. The



developer must be constrained to build something that enhances its environment and not destroy any part of it. We submit that in its present form that the development would in fact reduce Stanhope Street and Cahners Way to the alley which it presently is not and in the process destroy the property values which we have worked to hard to create and preserve.

We also call to your attention that the SDSC report calls for a potential bonus in height on parcel 16 in return for a playground or park on parcel 18. This is blatantly unfair to those of us who are more directly impacted by any increased height on parcel 16. The best solution would be to equalize the height massing and density on all three parcels and have the appropriate amount of setbacks and open areas and public spaces around the structures on each.

Sincerely,  
  
Robert S. Dashow



## Randi Lathrop

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**From:** Slp0616@aol.com  
**Sent:** Wednesday, April 04, 2001 8:07 PM  
**To:** Randi.Lathrop.BRA@ci.boston.ma.us  
**Subject:** Columbus Center

As a resident of Bay Village, I want to strongly object to the development known as the Columbus Center, Parcels 16 & 17. This project would have adverse effects on the quality of life in the abutting neighborhoods. I feel the Civic Vision plans need to be honored in regards to the development of these parcels.

Steven Procopio  
Bay Village





**Randi Lathrop**

**From:** SCraine@aol.com  
**Sent:** Wednesday, April 04, 2001 7:10 PM  
**To:** Randi.Lathrop.BRA@ci.boston.ma.us  
**Subject:** Parcel 16 and 17 Letter of Concern

STEPHEN W. CRAINE  
 17 Cazenove Street, Unit 208  
 Boston, MA 02116

April 4, 2001

Randi Lathrop, Assistant Director  
 Community Planning, City of Boston  
 1 City Hall Plaza  
 Boston, MA 02201

Dear Assistant Director Lathrop:

As a registered - and consistently voting - resident of Ward 5, Precinct 1, as a concerned citizen who -- along with many others -- battled the forces to protect my street and neighborhood during the entire review and construction process for the Southwest Corridor project, and as a resident of 17 Cazenove Street whose building will, arguably, be the significantly most affected building in the Cazenove, St. Charles, Chandler Streets section of the Ellis Neighborhood, I implore you to listen thoughtfully and react responsibly to the concerns of my neighbors as you review the proposals for Parcels 16 and 17 of the proposed Columbus Center and its use of air rights over the Massachusetts Turnpike. And I request that this e-mail letter be included with the full distribution of comments concerning the Project Notification Form for the Columbus Center proposal currently under review.

It should be noted that my interest in this process is not new; over a year and a half ago when the possibility of this project first appeared in an article in the Boston Globe, I wrote , as default president of the Cazenove Street Neighbors, to the Director of the Massachusetts Turnpike Authority with a copy to Mayor Menino, about our concerns that any building on the corner of Columbus and Clarendon over the MTA air rights be consistent with the size and mass of the buildings on the other three corners of that intersection. At the time, I mentioned, and still fully believe, that the vast majority of residents of this area would welcome the "filling over" of the gaping hole created by the Turnpike; but that any use of those air rights must be in harmony and consort of the surrounding areas.

I write today because, not only did I not receive a response or even of an acknowledgment of that letter from either individual, but I now find that the concerns and interests of the residents in these effected areas are being so potentially violated, that I cannot sit back quietly any longer. I now know, for instance, that well over a million dollars of taxpayer money - my money - and a year of time was invested into "A Civic Vision for Turnpike Air Rights"; that this "Vision" ultimately called for a maximum height limit of 150 feet (with some leeway for park land development); that the Chair of the Strategic Development Study Committee responsible for the "Vision" publically confirmed the economic feasibility of using the master plan in the "Vision" as verified by two separate consulting firms; and that the Memorandum of Understanding between the City and the Turnpike Authority is on record as stating: "The parties agree to ensure that any Project is

4/5/01



## **Randi Lathrop**

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**From:** john herbert [johnrh@tiac.net]  
**Sent:** Tuesday, April 03, 2001 3:30 PM  
**To:** Randi.Lathrop.BRA@ci.boston.ma.us  
**Subject:** Comments regarding Parcels 16 and 17

Dear Randi,

The following comments are presented based upon where we currently are in the discovery process concerning parcels 16 and 17. At this time information regarding both the environmental as well as the economic information has not been presented to the community.

The clear reaction to date is that the development is much to large in height and mass and the resulting concerns about being able to cope with the corresponding demands, ie traffic, servicing, wind, shadow will render a significant decrease in the quality of life in the neighborhood. We are not however against the development of these two parcels. We want them developed within the context of The Civic Vision and not as the developer is presenting in his proposal.

To date the developer has been unresponsive to the issues the community has raised. We look forward to meaningful discussions where we may work towards creating a development in keeping with The Civic Vision. What is approved for these two parcels will influence the guidelines of all subsequent development sites. What we have in front of us would be a very poor model for others to follow.

Regards,

John Herbert

34 Gray Street  
Boston, MA 02116





beneficial to the City and to the residents of the affected communities and minimizes, to a reasonable extent, adverse impacts upon the quality of life, but not limited to traffic, noise, density and air quality in the neighborhood surrounding any such project." THIS IS MY NEIGHBORHOOD! And I do not acknowledge that a structure and mass at least twice that recommended and approved in the "Civic Vision" is either "reasonable", "beneficial", or without "adverse impact upon the quality of life..." of my neighborhood.

I also recognize that many of the rules, regulations and agencies set up to protect neighborhoods in such development negotiations may have reduced impact or control over this particular project due to - in my view - highly questionable and outdated statutes. I also seriously question both the decision to award without competitive process and the lack of experience in large project and building construction of this particular developer, whose history shows that other resident groups were forced to litigate inappropriately large and insensitive developments elsewhere. But, most importantly, it is ludicrous to believe that this developer -- with tantamount "approval" from the City -- and the MTA are, in fact, negotiating in good faith under their own Memorandum of Understanding.

Therefore, as an absolute minimum, I request and require, that the MTA, City and developer of Columbus Center work under, accept and implement the recommendations as set forth in the "Civic Vision for Turnpike Air Rights in Boston"; that the comment period for neighbors to react to the project be extended to September 30, 2001; and that the appropriate concerned organizations - Ellis Neighborhood, Cazenove/St. Charles, South End Historical, Back Bay Neighborhood and Bay Village Civic Association among others - be recognized as respected partners in the negotiations with the City, MTA and developer.

We remain committed to working cooperatively and reasonably with all concerned parties as we move forward in the appropriate development of the air rights in Parcels 16 and 17 of the Turnpike. But we also remain adamant that our neighborhood will be protected against inappropriate and ill-conceived development of that area - and we will protect our neighborhood by whatever means necessary if our concerns are not taken seriously.

We have literally gone to the wall before - literally the red brick walls with inserted friezes from the old Back Bay station we gained after repeated negotiations with the builders of the Southwest Corridor. We will not hesitate to do the same to protect our neighborhood from the rape currently envisioned for the Columbus Center development.

Sincerely,

Stephen W. Craine



## Randi Lathrop

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**From:** Courtney Dickinson [courtney@cultureolutions.com]  
**Sent:** Wednesday, April 04, 2001 1:55 AM  
**To:** randi.lathrop.BRA@ci.boston.ma.us  
**Subject:** Letter Against Parcel 16 & 17 Proposal



Parcel 16 and 17  
protest CED.d.m...

Hello -- It is attached in cleaner form. In case it does not come out, I will also put the text directly in this email:

April 3, 2001

Courtney Dickinson  
66 Chandler Street #3  
Boston, MA 02116

Ms. Randi Lathrop  
1 City Hall Square 9th floor  
Boston, MA 02201-1007

Dear Ms. Lathrop:

I am shocked about a proposal to build 33 and 38 story buildings on Parcel 16 and 17. These buildings -- as proposed -- are completely out of synch with the character and scale of the neighborhood, as well as way out of line from the Civic Vision (which we paid one million dollars to create!)

This also runs the risk of being a huge, negative impact to our city -- currently the proposal calls for poorly proportioned buildings compared with their environment, wildly inadequate parking for the scale of the building, an economic risk ( a hotel that has not yet been declared as having a sponsor), crowded neighborhood streets with even more traffic, making our rough parking situation much worse as the overflow comes to my street, and creating really intense wind tunnels.

I fear that these new buildings will destroy the architectural integrity of these historic neighborhoods -- and it is a mistake that cannot be fixed once made. I also fear they will not be built correctly, given the inexperience of the builder who has never done a project this size.

Please extend the public comment period until September 30. Most neighbors still do not know what is being proposed, and we need time to be heard and make sure the right thing happens.

With the current proposal, I would much rather have nothing than two skyscrapers which directly touch onto our neighborhood.

Please do the right & sensible things:

- Make the developer adhere to the Civic Vision.
- Fully investigate the developers' credentials.
- Extend the public comment period until September 30th.



The fact that the civic vision has been overlooked sets a dangerous precedent which inspires cynicism about democracy and overcrowding, instead of celebration about moving our city forward.

Your support would be greatly appreciated!

Sincerely,

Courtney Dickinson





## **Randi Lathrop**

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**From:** Rhea, James T [JRHEA@PARTNERS.ORG]  
**Sent:** Monday, April 02, 2001 12:38 PM  
**To:** 'randi.lathrop.bra@ci.boston.ma.us'  
**Cc:** Rhea, James T  
**Subject:** parcel 16 and 17

Ms Lathrop,

Please forward this to the Citizens Advisory Committee for the construction on air rights of parcels 16 and 17.

My home is at 9 St Charles Street which I own. The proposal for parcels 16 and 17 is of great concern for several reasons.

- The prior advisory committee suggested height limit of 15 stories. The density of 30+ stories (even with a small out of the way park on parcel 18) is a very poor development for the neighborhood because of crowding.
- The garage is inadequate at a ratio of .6 to 1 for the units and given the tightness of parking for the people who live here already
- The tracks should be covered. This development should connect the south end and back bay. Exposed tracks will remain a visual and noisy obstacle. The development is not in keeping with the spirit of the city's planning for livable neighborhoods.
- The structure to the north of the tracks will reflect sound back toward the houses to the south since the tracks are not covered. This needs study for the noise impact on the area.
- The current houses are on pilings. The effect on the water table of such a projects needs to be evaluated and the developer held responsible for any damage resulting from change in the water table.

James Rhea  
9 St Charles St  
Boston, MA 02116-6212



## **Randi Lathrop**

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**From:** Tom Boyden [thomas.boyden@verizon.net]  
**Sent:** Tuesday, April 03, 2001 1:32 PM  
**To:** Randi.Lathrop.BRA@ci.boston.ma.us  
**Subject:** (no subject)

Dear Ms. Lathrop

I wish register my feelings about the development proposal for the air rights over Parcel 16 and 17. I wish to encourage the decision makers to stay within the height limits agreed upon by the city-wide panel that was involved in the two year study.

As a Columbus Avenue condo owner, I think the developer's plans are too inconsistent with the rest of the neighborhood.

Thank you,

Tom Boyden





## To Whom it Concerns:

I am writing to express my concerns for the proposed developments on parcels 16 & 17. Like many of my neighbors, I believe that the developer has designed buildings which will greatly impact the neighborhood in an negative manner.

I moved to the South End 11 years ago when I purchased my current home on Chandler Street. What attracted me to the area was the small personal scale of the neighborhood's architecture and the relative peacefulness (given the urban setting). These projects threaten the very reasons that brought me into the area and have kept me here. I am do not agree with the developers statements that the projects will "complete the urban fabric of the South End" but rather destroy the special character of my neighborhood.

Although I am very fond of my current neighborhood, there are certain aspects that I do not like, a major one being parking difficulties. How can the proposed # of spaces possibly support the needs of the proposed buildings? Math has never been my strong suit but for parcel 16, if you add 200 hotel rooms + 102 condos (*assuming* that each condo has only one car) you will need 302 spaces. If you subtract this # from the planned 331 spaces you are left with a meager 29 spaces for hotel, shop, and restaurant employee never mind any patrons or customers. The developer's statement that all the parking will extremely expensive to encourage "T" usage is absolutely ridiculous. It will not encourage people to ride the "T". The orange line is horrendous especially in comparison to some of the other lines in terms of regularity and safety. Visitors to these buildings will just do what visitors to the South End already do, take the spaces designated to the residents. It doesn't matter that they risk a ticket, chances are that they won't get one in the evening or on the weekend and the fine is often less than parking in a legal spot.

Unfortunately, my current job requires me to commute by automobile in and out of the city on a daily basis. I know the traffic patterns of the area intimately. On Arlington Street I pass by two hotels which cause commuting nightmares. The Ritz, despite a yellow curb and no meters, causes chaos virtually any time of day. Vehicles triple park and taxis cut across multiple lanes of traffic for a fare. The Park Plaza isn't much better in terms of aiding the flow of traffic despite the fact that it doesn't face onto Arlington Street. And, if you were to study the double parking on Columbus Ave in front of Workbench/Club Cafe/etc. you would be appalled by how many people think its ok to block half of the available lanes. I cannot imagine that the addition of these two proposed structures would do anything but make a bad situation much worse.

When I do not have to work, I love to walk around Boston. I used to go through the Corridor years ago but due to the recent increases in crime I avoid the area. If a park is built on parcel 18 I am very concerned about who would patrol it and who would maintain it. There is a courtyard outside of my room at work. It is not old but when it was built no one thought to put in funds for its maintenance. So, the area is barren, ugly and not utilized. It is better to not have any park than to have one that is unsafe or not kept up.

In addition to my concern over walking through open city spaces, I avoid walking down Clarendon Street towards Boyleston as many of my neighbors do. Why? Because of the horrible wind sheers coming from the Hancock tower. I usually cut through Back Bay station to avoid the area surrounding the skyscraper. In winter, the effects are unbearable. I hate to imagine the terrible impact that these proposed buildings would have on pedestrians crossing Columbus. One man, an architect from the Back Bay, said in the



March meeting that height is not such an important issue, that people are not affected by tall buildings. He obviously has not walked by the Hancock tower on a chilly day.

Parcel 17 has me worried not only in terms of its proposed size and impact on traffic and the neighborhood but also due to its planned usage. I realize that Boston can be a very expensive place to live. And, perhaps there is a need for more affordable housing in the city as Mayor Menino claims. However, why in my front yard? The South End has more than its share of low income and affordable housing. There is Tent City, The Castle, The Villa, etc. and it is unfair and unreasonable to expect us to take on any more of the burden. Let Beacon Hill house some of the Boston's less fortunate citizens! If you venture towards Back Bay Station in the evening and into Copley Place, you are likely to run into young "hoodlums" that do not inspire trust and confidence from the general public. Where do they come from? Where many of the assailants come from that attack pedestrians along the Corridor, Tent City (and other area low income housing projects). Family housing is fine when the family is responsible and intact. But, as is often stated in the South End News crime reports "parents....do you know where your children are?" .

Along the lines of crime, why must the South End be short-changed to pay for cost over runs from the Big Dig? As was stated in the last CAC meeting, profits from the sale of the air rights would go towards the central artery project. I realize that a lot of money needs to be raised in order to pay for the ever increasing construction costs and to make up for the loss of federal funds and monies not "handled" appropriately by those involved with the project. There has got to be better and fairer ways to raise the necessary funds.

In conclusion, I hope that my concerns and those of my neighbors are fully taken into account. Most of us would like to see developments built on parcels 16 & 17 but they must be reasonable and follow the civic vision. The buildings proposed by Casin/Winn are not acceptable for the reasons stated above. It would appear that all they care about is turning a HUGE profit at the expense of many citizens living in the historic South End. Please do not allow this to happen.

Sincerely,

Judy Komarow  
66 Chandler Street  
March 36, 2001



## Randi Lathrop

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**From:** Michael P Monahan [mmonah@ziplink.net]  
**Sent:** Monday, March 19, 2001 4:43 PM  
**To:** Randi.Lathrop.BRA@ci.boston.ma.us  
**Subject:** CAC Parcels 16 & 17

Randi,

Could you please put me on your list regarding the upcoming meetings and information about the CAC parcels 16 & 17 called columbus center.

Thank You,

Mike Monahan  
Local 103 IBEW  
mmonah@ziplink.net  
1-617-436-3710





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## Randi Lathrop

**From:** YTM40@aol.com  
**Sent:** Wednesday, March 07, 2001 12:27 PM  
**To:** Randi.Lathrop.BRA@ci.boston.ma.us  
**Cc:** PerManSer@aol.com  
**Subject:** Columbus Center (Turnpike Air Rights Parcels 16 &  
221 Columbus Avenue, #401  
Boston, MA 02116-5194  
617.247.2965  
March 7, 2001

Ms. Randi Lathrop  
Economic Development Department  
Boston Redevelopment Authority  
Boston City Hall, Ninth Floor  
Boston, MA 02201

Dear Ms. Lathrop:

Unfortunately due to a scheduling conflict, I will not be able to attend tomorrow's CAC meeting. However, I did want to express my concern over the excessive height of the proposed projects which of course leads to an excessive amount of parking spaces. The proposed development is simply not in character with the surrounding neighborhood. Besides causing severe congestion, these projects will adversely impact the neighborhood's wind conditions and sunlight. Neither does this project adhere to the master plan guidelines or the South End or Bay Village Landmark District guidelines. What is the purpose of having guidelines if they are not going to be considered in the actual project?

More importantly as a property owner, I am concerned about the potential damage to surrounding property from the planned construction. What provisions have been made to address this concern? I do not believe the surrounding property owners should have to engage in individual, time-consuming lawsuits to be reimbursed for damages. A fund should be established by the developer to take care of these matters.

Sincerely,

Judith-Noëlle Lamb



## **Randi Lathrop**

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**From:** Marc Grossman [mgrossman@therionbio.com]  
**Sent:** Friday, March 16, 2001 9:10 AM  
**To:** Randi.Lathrop.BRA@ci.boston.ma.us  
**Subject:** Columbus Center Proposal

Dear Randi:

I am submitting the following personal comments and questions to the BRA and CAC in the wake of the most recent CAC meeting regarding the proposed Columbus Center development:

1. Since the developer's understandable wish to assure itself of a reasonable financial return is presumably the driving force behind the proposed height and mass of its project, I strongly urge the CAC to make the economics of the project the principal focus of its next meeting, rather than using that meeting to address the project's environmental impacts, as initially proposed by the CAC chair. The extent of environmental impacts (such as traffic, shadows, wind, emissions etc.) is a direct function of the development's overall scope, and therefore, it seems to me, is more appropriately discussed only after the developer has presented, and the CAC and the community have had an opportunity to assess, its rationale for its current proposal.
2. The CAC should insist that the developer expressly justify, at a public CAC meeting, its radical departure from the height/mass limitations that the SDSC concluded in the Civic Vision masterplan are financially feasible for these parcels. (As I recall, one former member of the SDSC who spoke at the last CAC meeting said all real estate developers the SDSC consulted concurred as to the financial feasibility of these limitations.) For this purpose, a written version of the developer's justification, together with all relevant supporting materials (including, most especially, both the SDSC's and the developer's estimates of decking costs) should be made available to the CAC and the public as soon as possible. If the proposed height and mass of the project are indeed necessary to assure a reasonable financial return, then the developer should be eager to comply with this request so as to dispel public suspicions that what really lies behind its proposal is a wish to reap a windfall profit regardless of the impact on the surrounding community.  
  
I'd like to make two comments with respect to any justification of the project's scope. First, although I don't pretend to be knowledgeable about these matters, it seems to me that in determining the reasonableness of any development on parcels 16 and 17, there is only one special factor that legitimately may be taken into account, and that is decking costs. Apart from this single factor, the reasonableness of any proposal should be judged by the same criteria as if the sites were terra firma. In particular, it seems to me wholly inappropriate to allow any particular amount the developer and the MTA may have agreed upon as an air rights lease fee to be used to justify a scope in excess of that which would otherwise be acceptable. The air rights lease fee is simply a site acquisition cost, like the purchase price of land in a more typical project. If, AFTER a determination has been made on independent grounds as to the maximum acceptable scope of the project, the seller of the site (here, the MTA) and the developer are unable to agree on a site acquisition fee which makes the project financially feasible, then, as in other projects, the development has simply proven to be unfeasible at the time. Second, I'd like to know whether or not the SDSC contemplated that all of the air rights over parcel 17 would be decked over when it



arrived at its determination of the appropriate height/mass limitations. If it did, then by declining to deck over most of the track area on that parcel (which appears to represent more than half of the air rights over it), the developer would seem to have substantially weakened any argument it may have for exceeding the parameters established by the SDSC.

3. I believe that the residents of 75 Clarendon Street, Cazenove Street, Saint Charles Street and the buildings on the west side of Berkeley running to Chandler and the north side of Chandler Street between Berkeley and Clarendon need substantial additional information in order to be able to assess the pros and cons of the developer's proposal not to deck over the Amtrak and MBTA tracks on parcel 17. I personally have the following questions:

--Is the Turnpike, which is to be decked over, to be walled-off from the tracks?

--The Turnpike and the trains currently generate substantial noise adversely affecting the residents of the aforementioned locations. What assurance will these residents have that the project as currently designed will not exacerbate this problem, creating, as one speaker at the recent CAC meeting put it, "a megaphone into the South End," or at least into the windows, gardens and roof decks of the adjacent residents?

--What will be the effect on these residents of train and auto fumes and emissions if the tracks are left exposed? I note that the towers on parcels 16 and 17 appear to be pretty directly in the paths of the prevailing summer and winter winds. How would fumes and emissions be vented if the tracks were instead decked-over?

--How much would it cost to deck-over only the MBTA tracks? All the tracks? By how much would these costs vary depending on what is built on top of those decks? Eg., landscaping versus garage space?

--If decking were installed over all the tracks, how disruptive would that be to the abutting ends of St. Charles and Cazenove? For example, would the existing roof and barrier wall have to be temporarily or permanently removed? Would the ends of these streets be required to provide a terra firma anchor site?

--It should be noted that many of these considerations will dramatically affect not only currently existing residences but the future occupants of the parcel 17 development itself, who, it appears, will look directly down at the exposed tracks and breathe and hear whatever arises from them. Note, for example, the proposed Berkeley Street townhouses, which apparently will have no rear garden space and will sit and look directly over the tracks.

--Finally, I'd like to point out that while questions about whether or not it's reasonable or desirable to leave the tracks exposed are questions about environmental impacts, they are also related to the scope and design of the parcel 17 project, since building, say, a one story garage over some or all of this area would presumably permit a significant reduction in the overall height of the entire garage. I want to emphasize, however, that I'm not now advocating any such change to the developer's proposal, but only requesting the information necessary to assess its feasibility and desirability.

4. How much of the \$300 million total cost of Columbus Center does the developer plan to allocate to parcel 16 and how much to parcel 17? If I'm correct in speculating that a substantially greater and easier financial return can be realized from 100 condos and a 200 room hotel than from 326 apartments, my concern is that even though the two projects are of comparable size, the apartment complex may get short shrift when it comes





to matters of construction and finish.

5. I'd like to see the CAC ask the developer to present to the public its credentials for developing a project of 1.3 million square feet, which I understand to be about as large as the Prudential. As I recall, none of the past projects the developer identified at the first meeting were any where near that magnitude. I'd hate to think that two or three stories were there just to pay for the developer's learning curve.
6. Are all written comments to the CAC from the public, neighborhood associations and other interested parties being made publicly available somewhere so that everyone can be informed about the views and concerns of others?
7. At each of the previous two CAC meetings one speaker has asserted his belief that the only thing worse than not developing parcels 16 and 17 would be to pressure the developer into undertaking a financially shaky project. While agreeing that a financially fragile development would be undesirable for everyone, it is easy to think of at least one other result that would be worse than no development at all -- and that would be the construction of an aesthetically inappropriate and environmentally unsound project of monumental proportions destined to adversely affect the surrounding community and the City of Boston as a whole for the rest of the century and beyond.

Thank you for passing this along to the CAC and I'd welcome any responses you yourself might make at this time.

Marc Grossman

7 Saint Charles Street



## Randi Lathrop

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**From:** PlataMan@aol.com  
**Sent:** Wednesday, March 28, 2001 9:40 AM  
**To:** Randi.Lathrop.BRA@ci.boston.ma.us  
**Subject:** Parcels 16&17

Dear Ms. Lathrop:

As a South End resident and Ellis Neighborhood Association board member, I wish to express my strong objection to Winn Development's 38 story design for Columbus Center. This does not comply with the Memorandum of Understanding between the Turnpike Authority and BRA and, as was clear from the crowded Ellis Board meeting last night, which many residents also attended, is opposed by many neighbors.

We clearly want the Pike covered, but the current design is twice as high as it should be, and will horribly congest Clarendon Street (despite claims to the contrary by the developer) and will shade and overpower the South End. How is the BRA responding to this proposal?

Thank you for any information.

I plan to attend the CAC hearings.

Bruce Backman



**Richard P. O'Brien**  
48 Dwight Street, #4  
Boston, MA 02118  
(617) 338-6637

Randi Lathrop, BRA  
One City Hall Square  
Boston, MA 02201

Via FAX (617) 742-7783

Dear Randi Lathrop:

I would like to express my support for the proposed development on Parcels 16 and 17 between the Back Bay and South End. The project as proposed strikes me as a delightful addition to the city. It will both add housing and serve to knit together neighborhoods now separated by the ugly trench that is the Massachusetts Turnpike Extension.

I recently moved back to Boston after ten years. While happy to be home, I am appalled by the lack of housing, affordable or otherwise. Anything that can be done to alleviate the shortage is welcome.

My time away, 7 years of it in Chicago, also gave me an appreciation for the benefits of having a variety of housing options available within a neighborhood context. High-rise is not a dirty word in the Windy City. As a result it is possible to live in a high-rise building and still be part of a neighborhood. This is what the proposed development offers and I think it is something the surrounding neighborhood should embrace.

Sincerely,  
  
Richard P. O'Brien





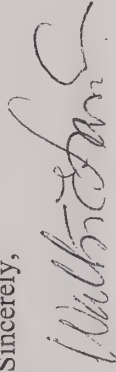
Randi Lathrop, BRA  
One City Hall Square  
Boston, MA 02201

Dear Mr. Lathrop,

I am writing to express my extreme displeasure over the planned project on Parcel 17 of the Mass Pike extension. I have less of a problem with the one on Parcel 16 as it does not really cut off anything as the oversized building on Parcel 17 will. Both will add unnecessary and unmanageable traffic to our inner city neighborhood. As a south end resident I beg you to stop this project in it's tracks.

I must also object to the lack of input from residents on both these projects. The arrogance and lack of courtesy displayed in this process does your agency a disservice.

Sincerely,

A handwritten signature in dark ink, appearing to read "Walter E. Lander". The signature is fluid and cursive, with the first name "Walter" being more prominent.

Walter E. Lander  
66 Clarendon St # 4  
Boston, 02116





MASSACHUSETTS  
GENERAL HOSPITAL



HARVARD  
MEDICAL SCHOOL

Endocrine Unit  
50 Blossom Street, Wellman 501  
Boston, Massachusetts 02114-2698  
Tel: 617.726.3966, Fax: 617.726.7543

FACSIMILE MESSAGE FORM

TO:

Randi Lanthier BRH

FAX NUMBER:

742-7783

DATE:

3-22-01

NUMBER OF  
PAGES (INCLUDING  
THIS ONE)

1

FROM:

Julia MacLaughlin

ADDITIONAL MESSAGE:

I support the overwhelming  
community OPPOSITION  
to the proposed Pair of Towers  
above 1-90 EXTENSION  
(Parcels 16 & 17). CAC should  
Be listened.

Julia MacLaughlin  
52 Montgomery St  
Boston 02116

PARTNERS, HealthCare System Member



16 PIEDMONT STREET  
BOSTON, MA 02116

March 16, 2001

Ms. Randi Lathrop  
BRA  
City Hall  
One City Hall Square  
Boston, MA 02201

Dear Randi:

I am writing in response to the March 8<sup>th</sup> Turnpike Air Rights meeting for parcels 16 & 17, which I am pleased to have been able to attend. Unfortunately, both Norman Block, and I failed to sign in; I would therefore appreciate it if you could add both of our names to the sign in sheet as being in attendance.

Since we hadn't signed in and due to the time constraint of the meeting, neither of us chose to speak. Many others, during the course of the meeting, generally expressed our concerns. We would like to be on record as opposing the developments as presented, and would like to have the following comments considered by the BRA.

We have many concerns about the process so far. We do not understand why the BRA is making the community even consider this gross proposal since it is clearly flying in the face of the "Civic Vision" report. The density and height of both of the proposed developments do away with the expectations of a pedestrian friendly urban fabric that will connect the neighborhoods back together. The impact of attracting another 540 more cars into the area, with the garage floors in the face of neighboring residents windows is hardly good urban planning with, or without, the Civic Vision guidelines.

The enormous height of the towers will, in our opinion, create severe wind and shadow problems, and the increased daily vehicle trips of 2,000 is not what the impacted neighborhoods look forward to. If parcel 18 is to be a park it is likely to be severely wind swept from the tall tower proposed on Berkeley Street, and not the calming open space envisioned by the "Civic Vision".

It is hoped that the BRA will require the developers to have an extensive and detailed environmental impact review particularly for wind, shadow, and traffic. As regards





traffic, it doesn't seem appropriate to be using 1990 and 1997 information as the measures addressed in the PNF. The traffic situation in Boston, as we all know, has increased considerably in the past 10 years and will continue to increase as other developments, such as 131 Dartmouth Street are in the future pipeline for that area.

It is understood that the economic factors play a large part in this issue. We know that it is complicated because the land belongs to the Turnpike Authority and it is clear that the lease agreements with the Developer are driving the current proposed huge development proposals. It would have been a fairer process if the parcels had been put out for bid in a competitive way considering the vast public expense, in time and money, in preparing the "Civic Vision" report.

The Project, as proposed, is too dense. It needs more open space. Cut down the towers in the current proposals and include open space in each, making sure that the whole development embraces its surroundings. For instance, residential buildings do not necessarily need to go high to achieve larger numbers of units in order to get light on both sides of a dwellings - inner courtyards are environmentally and creatively one possible way to go. Low squat doesn't have to be the only alternative to a tower, as we are led to believe.

In conclusion, there clearly needs to be some compromises on all sides if we are to have development on these parcels to replace the pieces of the neighborhoods that were gouged by the Turnpike in the early 60's. But it cannot be development for the sake of development. Boston is now a successful City, due in large measure to its historic neighborhoods. The people, who live and work in it, and not the great hulking towers, are what give Boston its unique character.

It is not too late for the City to do the right thing. It is incumbent upon the BRA to insist on the Turnpike's 1997 agreement with the City and to make the developers stick to the rules of the game as outlined in the "Civic Vision". As residents of Bay Village, Norman Block and I can guarantee that you will get our full support in pursuing that objective.

Thank you for your kind attention to our comments and suggestions.

Sincerely,

A handwritten signature in dark ink, reading "June McCourt". The signature is written in a cursive, flowing style. The first name "June" is written in a larger, more prominent script, and "Mccourt" follows in a similar but slightly smaller script. The signature is positioned above a horizontal line that extends to the right.

June McCourt



40 Scabell Street  
Boston 02116  
March 18, 2001

Randi Fathrop, BRA  
One City Hall Square  
Boston 02201

RE: Columbus Center

Please accept this letter as an endorsement of The Columbus Center proposed as presented in the Cassin/Winn Developers PNA. The proposed buildings will eliminate my afternoon sun (my living room faces Cortes Street) but I feel this to be a small price to pay for the correction of the scars caused by the Mars Turnpike. Please exert your influence to effect the swift completion of this project.

Sincerely,  
Donald Yan

Donald Yan



156 Warren Ave -  
Boston, Mass. 02116  
March 18, 2001

Randi Lathrop,  
BPA  
One City Hall Sq.  
Boston, Mass. 02201

RE: Parcel 16 & 17

Dear Randi Lathrop:

We have not had the opportunity to attend the CAC meetings on the proposed development for parcels 16 & 17 in the South End, but we have been in touch with our neighbors & hope fullamed coverage in the press.

We have been residents of property owners & activists in the S.E. for 32 years & find the magnitude of the excessive height of these proposals to be unacceptable. All of our work with many neighbors over the years has been to





Page 2-

Preserve the character of  
these unique & architecturally  
valuable areas. These  
developments will result in  
their neighbors & meet  
the need to conform to  
a more appropriate (in  
particular lower) model.  
"Maxine" is not the hallmark  
of the S-END.

Also, we're glad to know  
there will be parking for  
294 vehicles at the site,  
but we are truly disturbed  
by the prospect of more  
traffic trying to move  
thru our relatively  
narrow streets attracted  
by these developments.  
It's an aggravating  
time consuming & tedious  
business as it is to try  
to deal or enter the  
S. END on any week-day  
evening from 3-7pm.  
We're creating a traffic  
nightmare.



3

If possible, we hope to attend  
the April 5 meeting. We do  
have reason prevail &  
run away - develop right  
against harm our beloved  
South end.

Very truly yours,

Lois H. Johnson

Claire Barker





Anthony M. Woeltz  
Senior Vice President  
Relationship Manager

The Private Clients Group

Mail Stop: MA BO F05C  
75 State Street  
Boston, MA 02109  
617-346-2127  
1-800-441-5468  
Fax 617-346-2658  
anthony\_m\_woeltz@fleet.com

3/17/01

Randi Lathrop, BRH  
One City Hall Sq.  
Bos. Ma. 02201

Dear Randi -

I have lived in The Southend on  
West Newton St. with my family -  
wife and two children - for <sup>14</sup> years.  
I have lived in The City of Boston for  
24 years.

I oppose The development - on Parcel's  
16 and 17 Strongly. It defies logic to  
consider a development of such scale on  
The Site. It is a giant step toward making The  
Southend and Boston a less livable space for me and my family.

Sincerely,  
Anthony Libbettz





## To Whom it Concerns:

I am writing to express my concerns for the proposed developments on parcels 16 & 17. Like many of my neighbors, I believe that the developer has designed buildings which will greatly impact the neighborhood in an negative manner.

I moved to the South End 11 years ago when I purchased my current home on Chandler Street. What attracted me to the area was the small personal scale of the neighborhood's architecture and the relative peacefulness (given the urban setting). These projects threaten the very reasons that brought me into the area and have kept me here. I am do not agree with the developers statements that the projects will "complete the urban fabric of the South End" but rather destroy the special character of my neighborhood.

Although I am very fond of my current neighborhood, there are certain aspects that I do not like, a major one being parking difficulties. How can the proposed # of spaces possibly support the needs of the proposed buildings? Math has never been my strong suit but for parcel 16, if you add 200 hotel rooms + 102 condos (*assuming* that each condo has only one car) you will need 302 spaces. If you subtract this # from the planned 331 spaces you are left with a meager 29 spaces for hotel, shop, and restaurant employeee never mind any patrons or customers. The developer's statement that all the parking will extremely expensive to encourage "T" usage is absolutely ridiculous. It will not encourage people to ride the "T". The orange line is horrendous especially in comparison to some of the other lines in terms of regularity and safety. Visitors to these buildings will just do what visitors to the South End already do, take the spaces designated to the residents. It doesn't matter that they risk a ticket, chances are that they won't get one in the evening or on the weekend and the fine is often less than parking in a legal spot.

Unfortunately, my current job requires me to commute by automobile in and out of the city on a daily basis. I know the traffic patterns of the area intimately. On Arlington Street I pass by two hotels which cause commuting nightmares. The Ritz, despite a yellow curb and no meters, causes chaos virtually any time of day. Vehicles triple park and taxis cut across multiple lanes of traffic for a fare. The Park Plaza isn't much better in terms of aiding the flow of traffic despite the fact that it doesn't face onto Arlington Street. And, if you were to study the double parking on Columbus Ave in front of Workbench/Club Cafe/etc. you would be appalled by how many people think its ok to block half of the available lanes. I cannot imagine that the addition of these two proposed structures would do anything but make a bad situation much worse.

When I do not have to work, I love to walk around Boston. I used to go through the Corridor years ago but due to the recent increases in crime I avoid the area. If a park is built on parcel 18 I am very concerned about who would patrol it and who would maintain it. There is a courtyard outside of my room at work. It is not old but when it was built no one thought to put in funds for its maintenance. So, the area is barren, ugly and not utilized. It is better to not have any park than to have one that is unsafe or not kept up.

In addition to my concern over walking through open city spaces, I avoid walking down Clarendon Street towards Boyleston as many of my neighbors do. Why? Because of the horrible wind sheers coming from the Hancock tower. I usually cut through Back Bay station to avoid the area surrounding the skyscraper. In winter, the effects are unbearable. I hate to imagine the terrible impact that these proposed buildings would have on pedestrians crossing Columbus. One man, an architect from the Back Bay, said in the



March meeting that height is not such an important issue, that people are not affected by tall buildings. He obviously has not walked by the Hancock tower on a chilly day.

Parcel 17 has me worried not only in terms of its proposed size and impact on traffic and the neighborhood but also due to its planned usage. I realize that Boston can be a very expensive place to live. And, perhaps there is a need for more affordable housing in the city as Mayor Menino claims. However, why in my front yard? The South End has more than its share of low income and affordable housing. There is Tent City, The Castle, The Villa, etc. and it is unfair and unreasonable to expect us to take on any more of the burden. Let Beacon Hill house some of the Boston's less fortunate citizens! If you venture towards Back Bay Station in the evening and into Copley Place, you are likely to run into young "hoodlums" that do not inspire trust and confidence from the general public. Where do they come from? Where many of the assailants come from that attack pedestrians along the Corridor, Tent City (and other area low income housing projects). Family housing is fine when the family is responsible and intact. But, as is often stated in the South End News crime reports "parents....do you know where your children are?".

Along the lines of crime, why must the South End be short-changed to pay for cost over runs from the Big Dig? As was stated in the last CAC meeting, profits from the sale of the air rights would go towards the central artery project. I realize that a lot of money needs to be raised in order to pay for the ever increasing construction costs and to make up for the loss of federal funds and monies not "handled" appropriately by those involved with the project. There has got to be better and fairer ways to raise the necessary funds.

In conclusion, I hope that my concerns and those of my neighbors are fully taken into account. Most of us would like to see developments built on parcels 16 & 17 but they must be reasonable and follow the civic vision. The buildings proposed by Casin/Winn are not acceptable for the reasons stated above. It would appear that all they care about is turning a HUGE profit at the expense of many citizens living in the historic South End. Please do not allow this to happen.

Sincerely,

Judy Komarow  
66 Chandler Street  
March 36, 2001













